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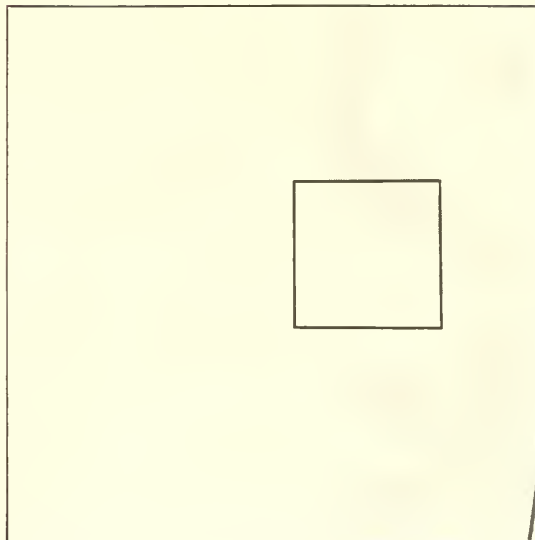




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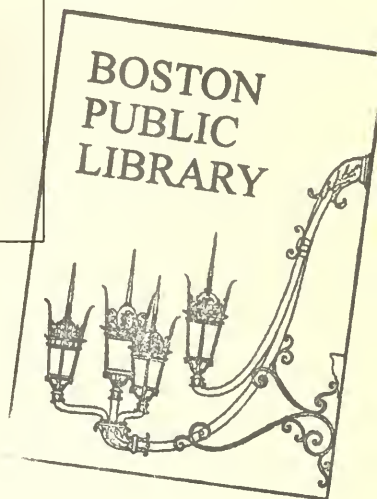
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FORT POINT CHANNEL DISTRICT PLAN



FRAMEWORK
FOR
DISCUSSION

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A
PLAN TO
MANAGE
GROWTH

CITY OF BOSTON
RAYMOND L. FLYNN
MAYOR

BOSTON
REDEVELOPMENT
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CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
RAYMOND L. FLYNN

June 18, 1987

Mr. Stephen Coyle
Director
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Dear Mr. Coyle:

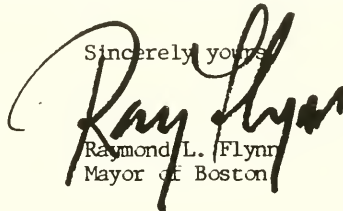
Enclosed you will find an appointment letter and a revised list for the expanded Fan Pier/Pier 4 C.A.C.

It is my wish that the efforts of the C.A.C. be expanded to include not only the ongoing review of the Fan Pier/Pier 4 projects but that the committee begin working with you to develop a contextual framework for future development in the Fort Point Channel Area. Additionally, I would like you to work with the committee so that they may advise me effectively on zoning issues relative to South Boston.

As you will note, the committee membership is very broad and is representative of South Boston's most active civic associations as well as area businesses and concerns.

I would like you to work with the Chairman, Mr. Larry Dwyer, to refine the scope of the committees efforts and to then proceed with securing appropriate B.R.A. Board recognition.

Sincerely yours,



Raymond L. Flynn
Mayor of Boston

cc: Larry Dwyer
C.A.C. Members



I N D E X

1

A Framework for the Fort Point Channel District Plan

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2

Goals of the Fort Point Channel District Plan

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3

Elements of the Plan

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4

The Transportation Plan

♦

5

The Planners

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Appendices



FRAMEWORK FOR THE FORT POINT CHANNEL DISTRICT

The Fort Point Channel District planning area is a major underdeveloped area of land in Boston bordered to the west by the Fort Point Channel and Financial District, to the northwest by Boston Harbor, and to the south by South Boston. The vast majority of the land area was created within the last 100 years through several successive landfill operations. Most of the 915 acres that comprise the area are currently vacant or used for light manufacturing and parking. Due to the large amount of vacant land, the area has the potential to be developed into an integral part of Boston's economy. The planning challenge is to create a new community of balanced variety and opportunity, while preserving the historic character of this waterfront area.

Interim zoning for the Downtown was enacted on September 25, 1987. The new zoning will prevent inappropriate new development while permanent planning and rezoning initiatives are fashioned through a two-year community planning process. The new zoning controls are based on planning standards and criteria that reflect the city's balanced growth approach to development. This interim zoning ensures that inappropriate new development will not occur adjacent to the Fort Point Channel area while the Fort Point Channel Area planning is in progress. Revised zoning for the Fort Point Channel area will include height, massing, and design guidelines to promote a mix of residential, commercial, manufacturing, and open space uses that preserve and enhance the area's historic waterfront character.

The Fort Point Channel District planning area is zoned primarily for industrial and waterfront uses. Zoning for light manufacturing is currently limited primarily to the Boston Wharf area. The Floor Area Ratio (FAR) in the portion of the study area that includes the Fan Pier/Pier 4 and the Boston Wharf district, is four. The FAR that applies to the balance of the study area is two. The peninsula is home to marine, industrial and distributor companies that located there when the railways were the main mode of transportation in Boston. Firms in the area occupy approximately 3.8 million square feet of space. A recent BRA/EDIC survey of firms in the area indicates that four major industries in the study area -- printing/publishing, apparel/textile, fish/food processing/ distribution and trucking/transportation account for over 90% of approximately 7,000 employees working in 178 firms. With the addition of approximately 3,000 workers at Gillette, over 10,000 workers are employed in the South Boston industrial area. This represents 20% of all the industrial jobs in the City of Boston. South Boston residents represent 5% to 20% of this workforce depending on the industry, and minority employment ranges from a low of 7% (trucking) to a high of 67% (apparel). The average annual salary of employees of these firms is \$24,000.

Twelve entities own approximately 75% of the land area in the Fort Point Channel District Planning area. Public agencies control roughly 50% of the land area. EDIC and Massport together own 430 acres; and the balance of 485 acres is held by individuals and corporations. Residential, institutional, and open space uses are under-represented given the large size of the area. Together these uses account for only eleven and one-half acres, or approximately 1%, of the total land area of 915 acres. Not including public rights-of-way, 59% of the study area (540 acres) is utilized by industrial firms, and 22% is vacant. Two-thirds (36 acres) of the vacant land is used as parking.

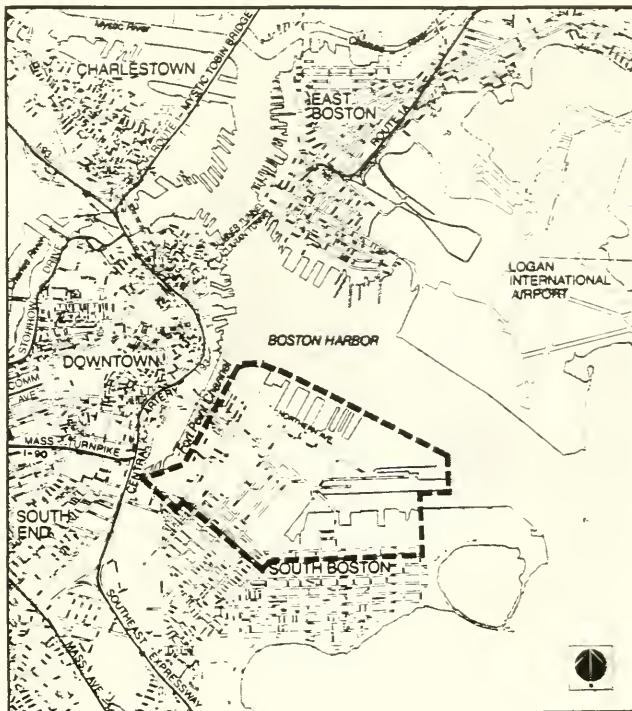


There are 12,761 parking spaces located in the study area. Twenty-two percent (22%) of these spaces are used by downtown commuters. The balance are used by employees, customers, and visitors in the study area.

Currently, access to the Fort Point Channel area is limited. Public transportation service is provided by only two bus routes. Trucks and commuters often seek access to the peninsula through the residential streets of South Boston, causing key intersections to become heavily congested. Transportation planning for the area will address existing transportation problems and provide new alternatives for the future. The location and capacity of new transportation systems will set a framework for sound reuse plans for the Fort Point Channel area. The new street grid for the area will establish a context for office, industrial, marine, residential and parkland uses. Overall, the new transportation system will occupy 50 of the 915 acres in the area.

The BRA and Mayor's Office of Neighborhood Services will work with the Fort Point Channel CAC to realize the potential of the area, for the South Boston neighborhood, for the City Boston and for all Boston residents. The community planning process will involve residents, businesses, and other area interests in shaping the future growth of their community.

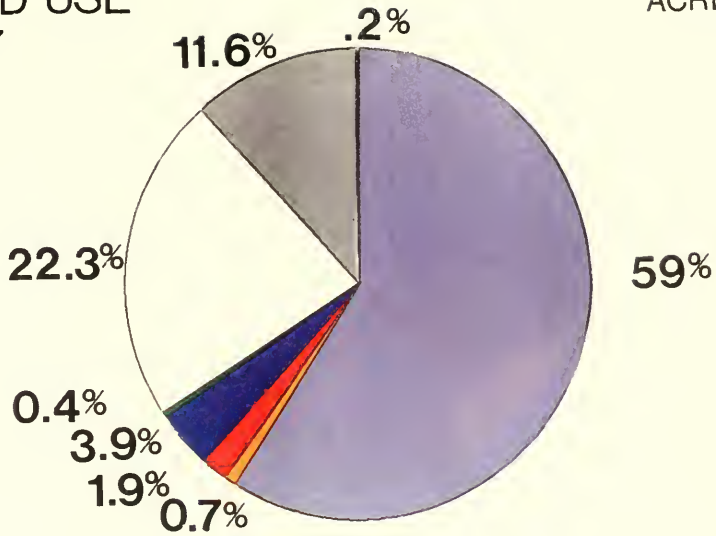
FORT POINT CHANNEL DISTRICT



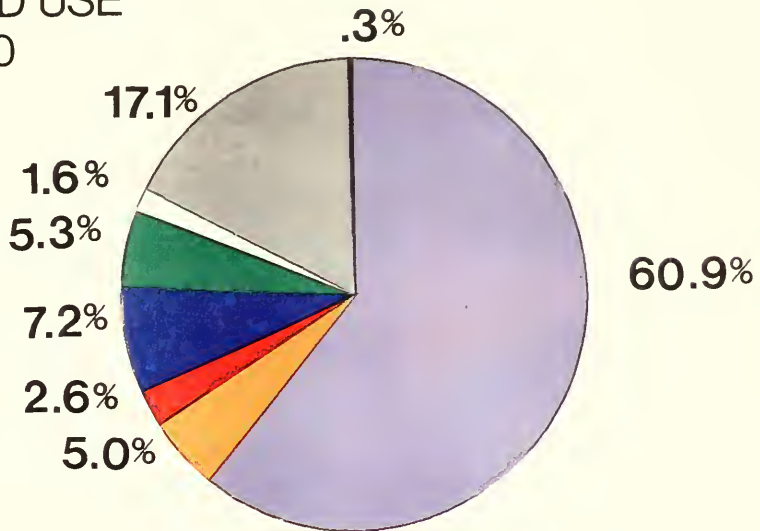


LAND USE 1987

ACRES



LAND USE 2000



- INSTITUTIONAL
- LT MANUFACTURING
- RESIDENTIAL
- COMMERCIAL

- OFFICE
- OPEN
- VACANT
- STREET



Fort Point Channel Area -- Actual and Proposed Buildout

<u>Land Use</u>	<u>Existing Conditions</u>		<u>Projected Increase</u>			<u>Total Acres</u>	<u>Sq. Ft.</u>
	<u>Acres Footprint</u>	<u>Sq. Ft. Buildout</u>	<u>Acres</u>	<u>Sq. Ft.</u>	<u>FAR</u>		
Light Manufacturing	540.0	8,000,000	17.0	1,500,000	2	557.0	9,500,000
Residential	6.0	760,000	40.0	3,500,000	1-4	46.0	4,260,000
Commercial/Hotel	17.0	660,000	7.0	1,200,000	4	24.0	1,860,000
Office/Exhibit	36.0	4,000,000	30.0	5,000,000	3-4	66.0	9,000,000
Institutional	2.0	200,000	1.0	100,000		3.0	300,000
SUBTOTAL	601.0	13,620,000	95.0	11,300,000		696.0	24,920,000
Open Space	3.5	152,460	45.0	1,960,200		48.5	2,112,660
Vacant/Parking	204.5	8,908,020	-190.0	(8,276,400)		14.5	631,620
Streets/Transit	106.0	4,617,360	50.0	2,178,000		156.0	6,795,360
TOTAL	915.0	27,297,840	0.0	7,161,800		915.0	34,459,640



Industry in the South Boston Area, 1987*
(Firms and Employment)

	Printing/ Publishing	Apparel/ Textile	Fish/Food Proc./Dist.	Trucking/ Transport	Wholesale/ Distribution	Furn/Wood/ Paper	Leather	Metals	TOTAL
Number of Firms (act.)	55	24	42	13	18	12	5	9	178
Employment (est.)	2,384	1,867	1,340	670	245	134	126	94	6,860
Employment Characteristics (est.)									
South Boston Residents Percent of Total	121 5.1%	381 20.4%	103 7.7%	46 6.8%	39 16.0%	12 9.0%	23 18.0%	13 13.5%	737 10.7%
All Boston Residents Percent of Total	763 32.0%	1,333 71.4%	616 46.0%	250 37.3%	98 40.0%	55 41.0%	68 54.0%	71 75.5%	3,254 47.4%
Minorities Percent of Total	262 11.0%	1,251 67.0%	456 34.0%	46 6.8%	33 13.6%	9 7.0%	45 36.0%	38 40.0%	2,140 31.2%
"Blue Collar" Jobs Percent of Total	1,621 68.0%	1,621 87.4%	965 72.0%	545 81.4%	115 47.0%	96 71.3%	85 67.2%	69 73.0%	5,127 74.7%
Income: \$15-24,999 Percent of Total	882 37.0%	504 27.0%	549 41.0%	278 41.5%	69 28.0%	35 26.0%	20 15.9%	27 29.0%	2,364 34.5%
Income: \$25-39,999 Percent of Total	930 39.0%	142 7.6%	442 33.0%	310 46.3%	36 14.7%	16 12.0%	6 4.4%	17 18.4%	1,899 27.7%
Ave. Annual Salary	\$28,311	\$16,900	\$25,066	\$29,300	\$22,600	\$16,600	\$26,700	\$18,300	\$24,069

* Gillette, which employs 3,400 workers, did not participate in the study, and is not included in the summary data.



Industry in the South Boston Area, 1987
(Square Footage, Leases, Moving Plans)

	Printing/ Publishing	Apparel/ Textile	Fish/Food Proc./Dist.	Trucking/ Transport	Wholesale/ Distribution	Furn/Wood/ Paper	Leather	Metals	TOTAL
Occupied Sq.Ft. (est.)	1,040,660	792,000	453,087	218,452	770,999	282,480	141,700	110,000	3,808,378
Characteristics of Current Location (Percent of Responding Firms)									
Lease Building (inc. tenants at will)	93%	80%	65%	38%	66%	70%	60%	20%	72%
Lease expires by 1989	63%	38%	53%	33%	25%	75%	67%	100%	54%
Lease expires by 1993 (of firms which lease)	92%	75%	93%	67%	50%	100%	100%	100%	85%
Rent below \$5	86%	100%	21%	88%	75%	100%	100%	100%	74%
Rent \$5 - \$10 (for firms which lease)	14%	0%	57%	0%	25%	0%	0%	0%	20%
Planned Locational Changes									
Firms Moving (est.) (Percent)	31 55%	12 50%	14 33%	2 13%	0 0%	2 20%	3 60%	4 40%	68 38%
Est. Empl. Moving Firms	1,414	934	257	87	0	27	76	38	2,832
Est. Sq.Ft. Moving Firms	484,166	396,000	96,800	28,399	0	56,496	85,020	44,000	1,190,881
Percent of Firms Planning to Move:									
Within two years	69%	40%	87%	100%	0%	100%	67%	0%	66%
Within five years	88%	60%	100%	100%	0%	100%	67%	0%	81%



Industry in the South Boston Area, 1987
(Transportation)

	Printing/ Publishing	Apparel/ Textile	Fish/Food Proc./Dist.	Trucking/ Transport	Wholesale/ Distribution	Furn/Wood/ Paper	Leather	Metals	TOTAL
Number of Firms (act.)	55	24	42	13	18	12	5	9	178
Employment (est.)	2,384	1,867	1,340	670	245	134	126	94	6,860
Industry Transportation (est. trips in or out of plant)									
Truck trips	220	192	672	1,105	108	60	14	18	2,389
Van trips	660	72	672	195	360	84	6	63	2,112
Employee Transportation (est.)									
Drive alone	1,478	205	764	616	152	46	52	41	3,354
Percent of total	62%	11%	57%	92%	62%	34%	41%	44%	49%
Carpool	36	803	94	0	5	9	0	9	956
Percent of total	2%	43%	7%	0%	2%	7%	0%	10%	14%
Public transportation	834	448	429	54	86	70	74	0	1,995
Percent of total	35%	24%	32%	8%	35%	52%	59%	0%	29%
Walk or other	24	411	54	0	2	9	0	43	543
Percent of total	1%	22%	4%	0%	1%	7%	0%	46%	8%



GOALS OF THE FORT POINT CHANNEL DISTRICT PLAN

The Plan for the future of the Fort Point Channel area will be guided by a vision for Boston in the year 2000. This vision maintains Boston's economic growth with its promise of jobs for Boston residents, and directs this growth outside the city core and into the neighborhoods. The District's proximity to the Downtown, waterfront, and the South Boston residential neighborhood creates a great opportunity to reconnect Boston's historic center and core to its residential neighborhoods. This District is one of four areas within the City of Boston where an opportunity for the successful expansion of Boston residential development and employment has its greatest potential. The vision also seeks to preserve the quality of life for residents, protect the historic character of Boston, and create a more liveable city for all Bostonians.

Permanent Job Security and Job Creation

- o The focus of plans for the Fort Point Channel District planning area are to create a climate that will attract various high growth sectors and discourage relocation of industries already located there.
- o Manufacturing Reserve Zones will be established as areas specifically targeted to protect manufacturing uses from competing uses which tend to bid rents up and cause many firms to relocate.
- o Light Manufacturing/Medical Research Zones will be established on 35 acres of vacant and under-utilized land in the planning area. New manufacturing spaces will be created to attract the growing health services and medical research economy to the Fort Point Channel area as well as to accommodate printing and other industries now located there. Close proximity to Downtown, large tracts of available land, and an abundant labor supply in the adjoining neighborhood will combine to produce an attractive climate for high growth industries.
- o Maritime Economy Reserve Zones will be expanded to provide for the growing fish/food processing and water dependent industries that are a strong part of Boston's heritage.
- o Growth of commercial space will generate job opportunities in a number of service sector industries offering job opportunities and security.
- o The Downtown office market expansion into the northwest corner of the District will provide a new job market for local residents.

Housing Opportunities

- o Housing is a use that is currently underrepresented in the large Fort Point Channel District Planning Area. At the present time less than 1% of the 915 acres is devoted to housing.
- o Approximately 4 million square feet of residential space will be needed to satisfy the present shortages in the South Boston housing market. Approximately 3,500 new units of housing are proposed for the area. This will total 5% of the total study area.



- o The units will provide new and affordable homeownership opportunities; new rental housing with multi-bedroom units for families; and additional artist live-work space.
- o The style and character of the adjacent residential neighborhood will be the prototype for solving this housing demand.

Open Space

- o The need for more open space in the Fort Point Channel District planning area is apparent; of the 915 acres in the area, only three and one half acres are currently usable open space.
- o A central part of the Fort Point Channel District Plan is to add 45 acres to the amount of land used as open space. The new open space will serve as a buffer zone between residential and manufacturing areas
- o The open space system will be designed to open the Harbor to the residents of South Boston and the entire city. Designed to feed into Boston's Harborwalk, the new open space system will encourage access to the Fort Point Channel area and Boston Harbor.
- o With transportation improvements scheduled to occur in the area, the open space plan will also include decking over some of the major transportation right-of-ways.



ELEMENTS OF THE PLAN

The Fort Point Channel District has a unique character. With its mix of lower scale historic buildings, its residential edge, and its active manufacturing areas, it is reminiscent of an earlier time in Boston's history. The District's large manufacturing area, which located there when the railways were the main mode of transportation, should be maintained and expanded. The District's historic buildings along the Channel should be preserved and, new construction occurring adjacent to historic buildings should reflect the character, building qualities, and height and massing proportions of this historic area.

The Plan should create a network of parks and open spaces adjacent to the water and over the By-pass road that will be connected by four major boulevards. This will allow both residents and workers the ability to walk easily to a major open space. This hierarchy of streets with various vertical separations, as Olmsted achieved in his Central Park Plan, should allow manufacturing and industrial truck use to be separated from residential use. Through the renovation of the Hook Pier of Old Northern Avenue Bridge, the Children's Museum and Computer Museum will be directly accessible from the Aquarium via Harborwalk, thus connecting these two major public amenities to the Downtown and the center of visitor activity.

Through the expansion of the downtown office economy along New and Old Northern Avenues only, the Fort Point Channel area will become an extension of the Downtown. In addition, extending the residential streets and housing patterns of South Boston towards the north will expand the South Boston neighborhood to help satisfy the housing needs of Boston residents. The extension of these two uses will help the study area to become an integral part of the city.

The Fort Point Channel study area has 10 distinct subdistricts. The proposed plan will create and reinforce the unique character of the area and promote several common characteristics which are shared by all the subdistricts. The total affect is to create special districts and an overall image for the study area. The BRA, its consultants, and the C.A.C., through the community planning process, will identify those common denominators which provide the unique character of the Fort Point Channel area.

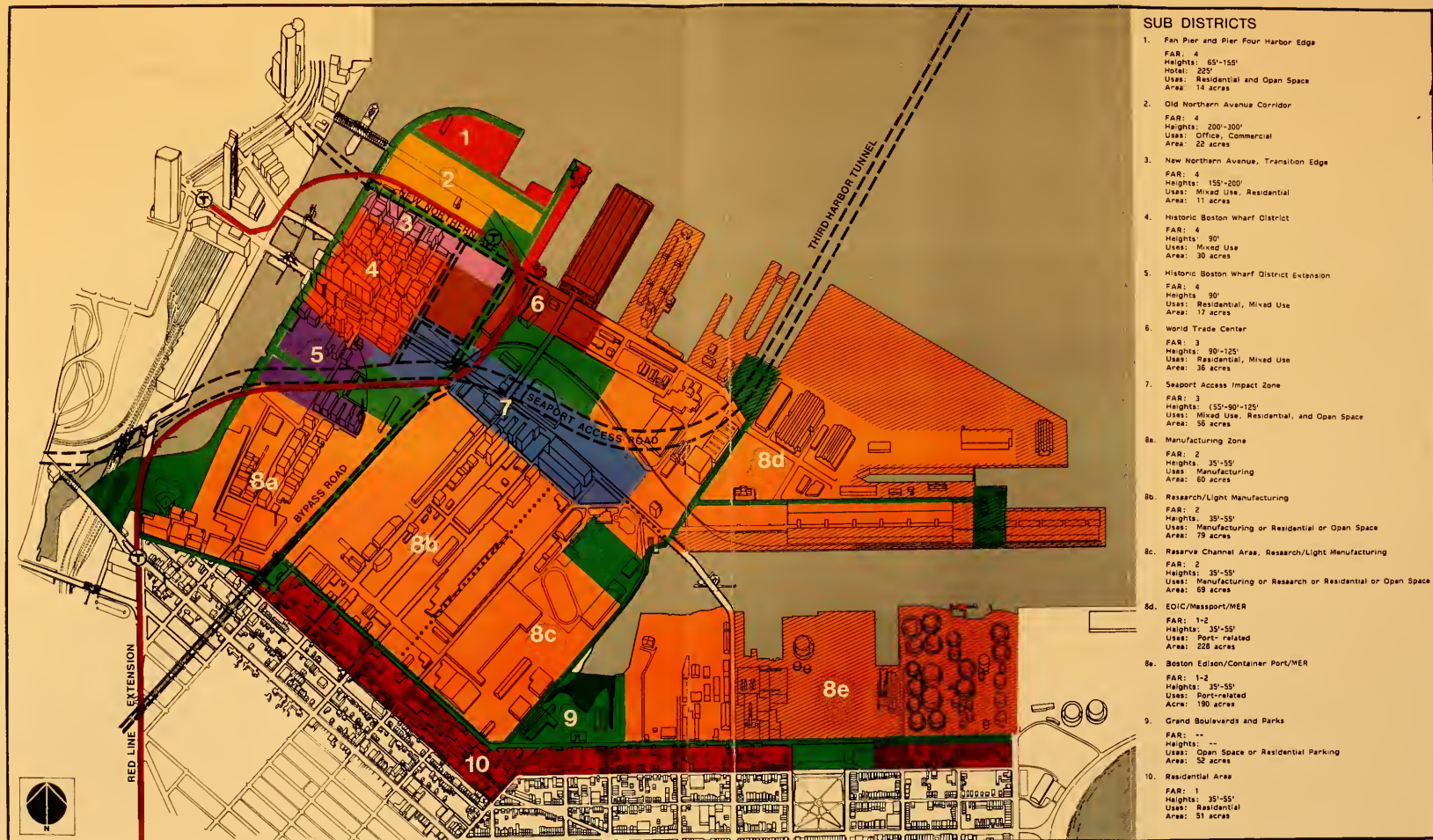
- o Fan Pier and Pier Four Harbor Edge (Subdistrict 1) - This district is characterized by low-rise density residential buildings that reflect the historic pier and wharf forms along Boston Harbor. Behind the public promenade, mid-rise residential buildings will offer residents fantastic views of Boston's Downtown while allowing greater public access to the waterfront and Harborpark promenade.
- o Old Northern Avenue Corridor (Subdistrict 2) - A continued core of mid-rise office and mixed-use buildings will line both sides of the Old Northern Avenue Road thus framing Old Hook Pier and Bridge as a destination point and terminus to this commercial area.
- o New Northern Avenue, (Subdistrict 3) - This narrow slice of land will connect the adjacent historic wharf buildings and the new core office building parcel. The area will also complete the street wall of the New Northern Avenue, connecting the World Trade Center area to Boston's downtown core.



- o Historic Boston Wharf District (Subdistrict 4) - This area will be the gateway to the new Fort Point Channel neighborhood. The architectural quality of the existing buildings will set the character and image for the area. Summer Street will be one of the major boulevard connectors in the Channel area.
- o Historic Boston Wharf District Extension (Subdistrict 5) - The scale and character of this wharf area will extend and infill this parcel to enhance Fort Point Channel area's historic image.
- o World Trade Center (Subdistrict 6) - As the transitional area between the historic wharf area, the proposed core of mid-rise commercial buildings and the existing pier and manufacturing area, this area will mediate the diverse scale, forms and activities of these different developments along the Summer Street and New Northern Avenue Corridors.
- o Seaport Access Impact Zone (Subdistrict 7) - This special permit zone will extend the character and qualities of the historic wharf area along Summer Street and the open space terminus at the Reserve Channel. Both buildings and major freeway parks will be essential to cover the proposed the Seaport Access Road creating strong and direct ties between the northern and southern portions of this site.
- o Gillette Manufacturing (Subdistrict 8a) - This area will be preserved for manufacturing, future expansion, and a job center for local residents.
- o Interior Area (Subdistrict 8b) - This interior zone creates the option to either extend the manufacturing activities from the west or the affordable housing units from the south. Due to its central location and proximity to South Boston, its use and development will be tied to the activities of the surrounding area. The area is a major connector between the Seaport Area Access Road and South Boston.
- o Reserve Channel Area (Subdistrict 8c) - This area is adjacent to the current residential area and uses and should be developed into additional housing and open space.
- o EDIC/Massport (Subdistrict 8d) - The area will be dedicated to preserving the marine-based economy and related activities while ensuring public access along the water's edge.
- o Boston Edison/Container Port (Subdistrict 8e) - This area will be dedicated to preserving the marine-based economy and related activities.
- o Grand Boulevard Connector to Summer Street (Subdistrict 9) - This grand boulevard will provide open space and residential parking for the adjacent South Boston neighborhood and for the new residential infill area. In addition, this boulevard will buffer the Edison site and other manufacturing areas from residential space.
- o Existing Residential Area (Subdistrict 10) - Throughout this area new residential infill buildings will strengthen and enrich the existing residential neighborhood. These new affordable housing units will enhance the existing South Boston residential neighborhood through use of appropriate character and scale.



FORT POINT CHANNEL DISTRICT PLAN



SUB DISTRICTS

1. Fan Pier and Pier Four Harbor Edge
 FAR: 4
 Heights: 65'-155'
 Hotel: 225'
 Uses: Residential and Open Space
 Area: 14 acres
2. Old Northern Avenue Corridor
 FAR: 4
 Heights: 200'-300'
 Uses: Office, Commercial
 Area: 22 acres
3. New Northern Avenue, Transition Edge
 FAR: 4
 Heights: 155'-200'
 Uses: Mixed Use, Residential
 Area: 11 acres
4. Historic Boston Wharf District
 FAR: 4
 Heights: 90'
 Uses: Mixed Use
 Area: 30 acres
5. Historic Boston Wharf District Extension
 FAR: 4
 Heights: 90'
 Uses: Residential, Mixed Use
 Area: 17 acres
6. World Trade Center
 FAR: 3
 Heights: 90'-125'
 Uses: Residential, Mixed Use
 Area: 36 acres
7. Seaport Access Impact Zone
 FAR: 3
 Heights: 155'-90'-125'
 Uses: Mixed Use, Residential, and Open Space
 Area: 56 acres
- 8a. Manufacturing Zone
 FAR: 2
 Heights: 35'-55'
 Uses: Manufacturing
 Area: 60 acres
- 8b. Research/Light Manufacturing
 FAR: 2
 Heights: 35'-55'
 Uses: Manufacturing or Residential or Open Space
 Area: 79 acres
- 8c. Reserve Channel Area, Research/Light Manufacturing
 FAR: 2
 Heights: 35'-55'
 Uses: Manufacturing or Research or Residential or Open Space
 Area: 69 acres
- 8d. EDIC/Massport/MER
 FAR: 1-2
 Heights: 35'-55'
 Uses: Port-related
 Area: 228 acres
- 8e. Boston Edison/Container Port/MER
 FAR: 1-2
 Heights: 35'-55'
 Uses: Port-related
 Area: 190 acres
9. Grand Boulevards and Parks
 FAR: --
 Heights: --
 Uses: Open Space or Residential Parking
 Area: 52 acres
10. Residential Area
 FAR: 1
 Heights: 35'-55'
 Uses: Residential
 Area: 51 acres

THE TRANSPORTATION PLAN

The location and capacity of new transportation systems will set a framework for sound reuse plans for the Fort Point Channel area. A new street grid for the area will establish a context for office, industrial, marine, residential and parkland uses. The new transportation system will occupy 50 acres of the 915 acre area. According to a recent survey conducted by EDIC in conjunction with the BRA, industrial firms generate an estimated 4,500 truck trips in and out of the area each day. Projected office development could generate 18,000 peak hour commuter trips to and from the area. In order to help alleviate the congestion these trucks create, major investment in roadways and bridges is planned for South Boston and the Fort Point Channel area.

- o A new Northern Avenue Bridge and access road will be built, and nine bridges serving the area will be reconstructed between 1988 and 1991.
- o The South Boston By-Pass Road will be constructed along the below-grade CONRAIL right-of-way to provide construction access to the Fan Pier/Pier 4 area, thus avoiding local residential and retail areas. In the future, the new route will serve as a truck route for commercial vehicles.
- o The Seaport Access Road will provide a major new vehicle connection to the Fort Point Channel area and South Boston. This direct link to the I-93 Expressway, serving the North and South shores, and the Turnpike, serving the western suburbs, will allow vehicles to reach the area without congesting the arterial system or using residential streets.
- o Mayor Flynn has stated that the best way to increase commuter ridership to the area is to extend the Red Line. A Red Line stop within walking distance of the Fan Piers and the World Trade Center is projected by the MBTA to accommodate more than 60 percent of peak hour trips.
- o In addition, an improved network of bus routes, synchronized with the Red Line extension, will provide more effective public transit for the entire study area and will extend and connect to the existing South Boston neighborhood.
- o The city has embarked on an extensive system of water shuttle and water taxi service. To date eight sites have been identified for harbor transit. Future planning will examine the full potential of water transportation.

In addition to creating transportation facilities to support new residential, commercial and industrial uses in the area, it will be critical to provide the means to manage the construction impacts of the private developments and the transportation facilities. Boston has therefore created a special purpose committee, the Transportation and Construction Coordinating Committee (TRANSCOM) to coordinate all construction activity in the Downtown and Fort Point Channel area. Made up of representatives of the City and eight State departments responsible for major construction projects, TRANSCOM has established the following objectives.



- o establish a forum in which the interrelated impacts of major public and private projects can be identified, where mitigation measures can be developed and coordinated, and where conflicts among projects can be resolved;
- o establish and maintain an information sharing system so that the status of the construction projects can be reported on a regular and systematic basis;
- o establish clear lines of responsibility and accountability for the management and implementation of mitigation measures, so that resources can be coordinated and conflict avoided; and
- o establish a centralized data source, so that information on construction activities, impacts and mitigation measures can be provided to the business and residential communities and the general public in a comprehensive, accurate and timely manner.

The overall purpose of TRANSCOM will be to share and coordinate information for both long and short-range major construction related activities on a regular basis. In order to track major construction related activity, TRANSCOM will coordinate information such as the status of the design of major projects, their forecasted impacts, proposed mitigation measures during and after the construction period, and estimated construction schedules. The team will also develop and maintain a master construction schedule for the major projects and coordinate responsibility among affected agencies to ensure that the needed mitigation measures will be carried out in a timely and agreeable manner.

In order to ensure that their function is carried out in a coordinated and equitable fashion, the Committee will be an organized group, consisting of senior staff of the responsible agencies. This Committee will have regular meetings and each chairperson will be responsible for the overall coordination.





TRANSPORTATION IMPROVEMENTS

- SEAPORT ACCESS ROAD / THIRD HARBOR TUNNEL
- S.A.R. CONNECTOR STREETS
- RED LINE EXTENSION
- T RED LINE STATIONS
- SOUTH BOSTON BY-PASS ROAD
- NEW NORTHERN AVE. AND BRIDGES
- URBAN SYSTEMS GRID



THE PLANNERS

In August, 1984 the Boston Redevelopment Authority established the Fan Pier/Pier 4 Citizen Advisory Committee (CAC) to work with the Boston Redevelopment Authority on issues relating to impacts from the development of the Fan Pier/Pier 4 projects. The CAC was expanded in June of 1987 to provide the broad base necessary for area-wide planning. The new members include representatives of the Fort Point Channel Community Association, the Fort Point Artists Community, the West Broadway Task Force, the South Boston Board of Trade, the Greater Boston Chamber of Commerce, and others.

The Fort Point Channel CAC, the BRA, and the Mayor's Office of Neighborhood Services will work together to translate the community's goals for the area into the elements of a comprehensive plan. Issues that will be addressed include:

- Boulevard Planning Districts
- Manufacturing Reserve Zones
- Historic Preservation Guidelines
- Site Plan Review for Projects
- Transportation Master Plan
- Transportation Access Plan
- Parking Controls
- Height Standards
- Density Controls
- Open Space Plans
- Design Guidelines

The comprehensive planning effort for the Fort Point Channel Special Study Area will be augmented by the expertise of four consultants. The following list of consultants will work with the community and the BRA to address specific aspects of the plan:

- o Skidmore, Owings and Merrill of Chicago will prepare urban planning and design studies to illustrate various design options for each land use. They will also prepare environmental impact analysis for each of the options. S.O.M. has done extensive urban design and planning studies nationally, including massing studies for the Boston's Midtown Cultural District.
- o Todd Lee/F.R. Clark are currently completing a Northern Avenue Bridge Study and will be assisting the BRA in preparing an open space plan that addresses the need for public space in the Fort Point Channel Area.
- o Stull and Lee Architects of Boston will develop appropriate types and locations for residential areas within the study area, and develop architectural images for the two Red Line transit stops suggested in the study area.
- o David Dixon will assist the BRA staff in coordinating the services of the other three consultants and prepare any infrastructure and streetscape analysis for the Fort Point Channel Special Study Area.



APPENDIX A

Fan Piers/Pier 4 Citizen's Advisory Committee

Mr. Tom Butler, President
South Boston Citizens Association

Gerry Vierbickas, President
South Boston Residents Group

Mr. Dan Yotts, Chairman
South Boston Community Development Corp.

Mr. Dan Curll, President
Boston Harbor Associates

Mr. Larry Bluestone, Chairman
Urban Design Sub-Committee

Ms. Felicia Clark, Alternate
Tod Lee/Fr Clark Associates

Mr. James Sullivan, Director
Greater Boston Chamber of Commerce

Ms. Simone Auster
Greater Boston Chamber of Commerce/Alternate

Representative Michael Flaherty

Mr. Martin Nee/Alternate
c/o Representative Michael Flaherty

Mr. Alden Raine, Director
Governor's Office of Economic Development

Mr. Lawrence Dwyer, Chairman
Fan Piers Advisory Committee

Mr. John Connolly
Mayor's Office/Alternate

Ms. Susan Bregman
City Transportation Department

Mr. Adel Foz
Massport

Fr. Walter Martin
Our Lady of Good Voyage



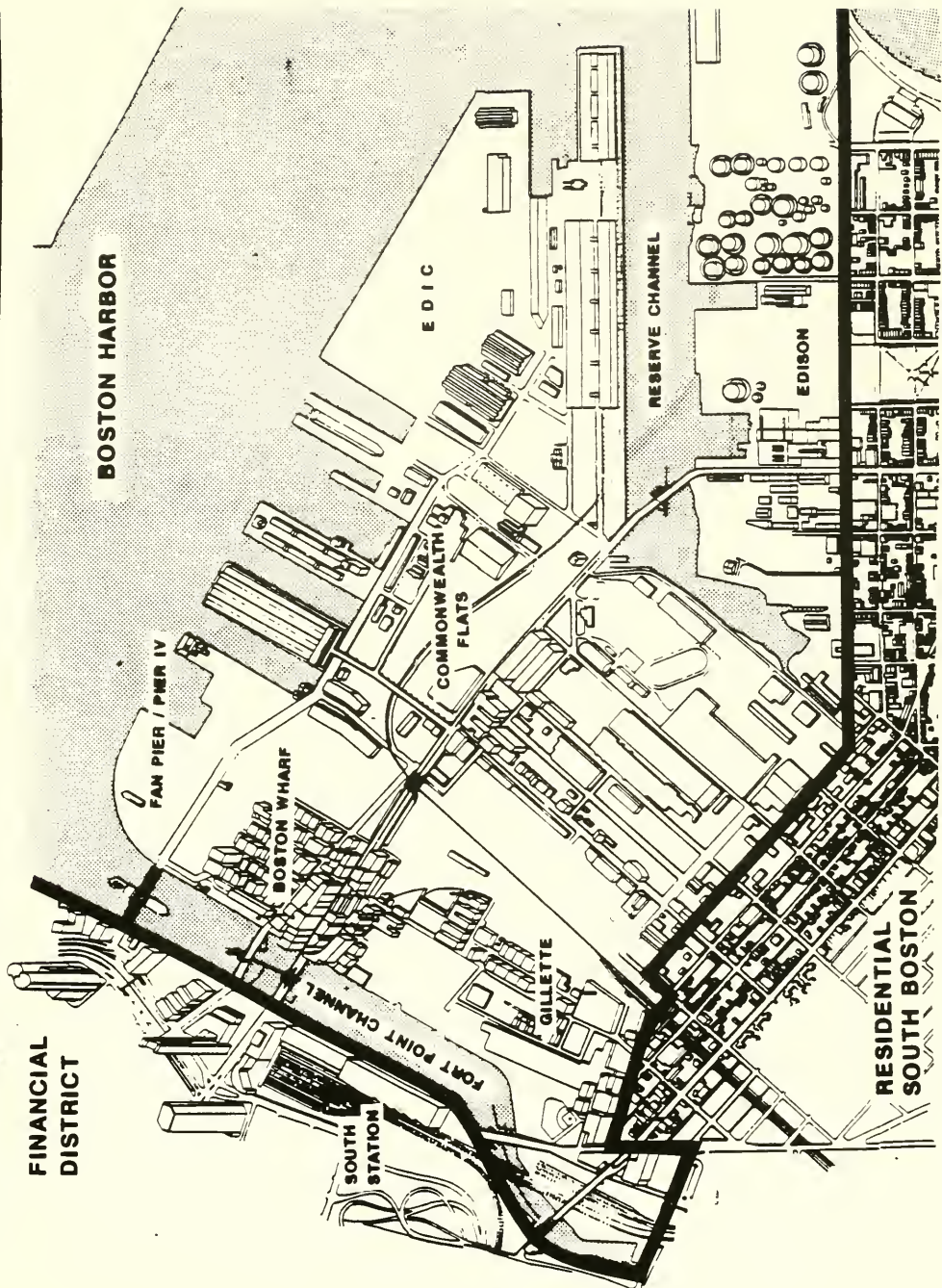
Ms. Robin Peach
F.P.A.C.

Mr. Bob Costello, President
St. Vincent's Neighborhood Assoc.

Catherine Hammond
Institute of Contemporary Art

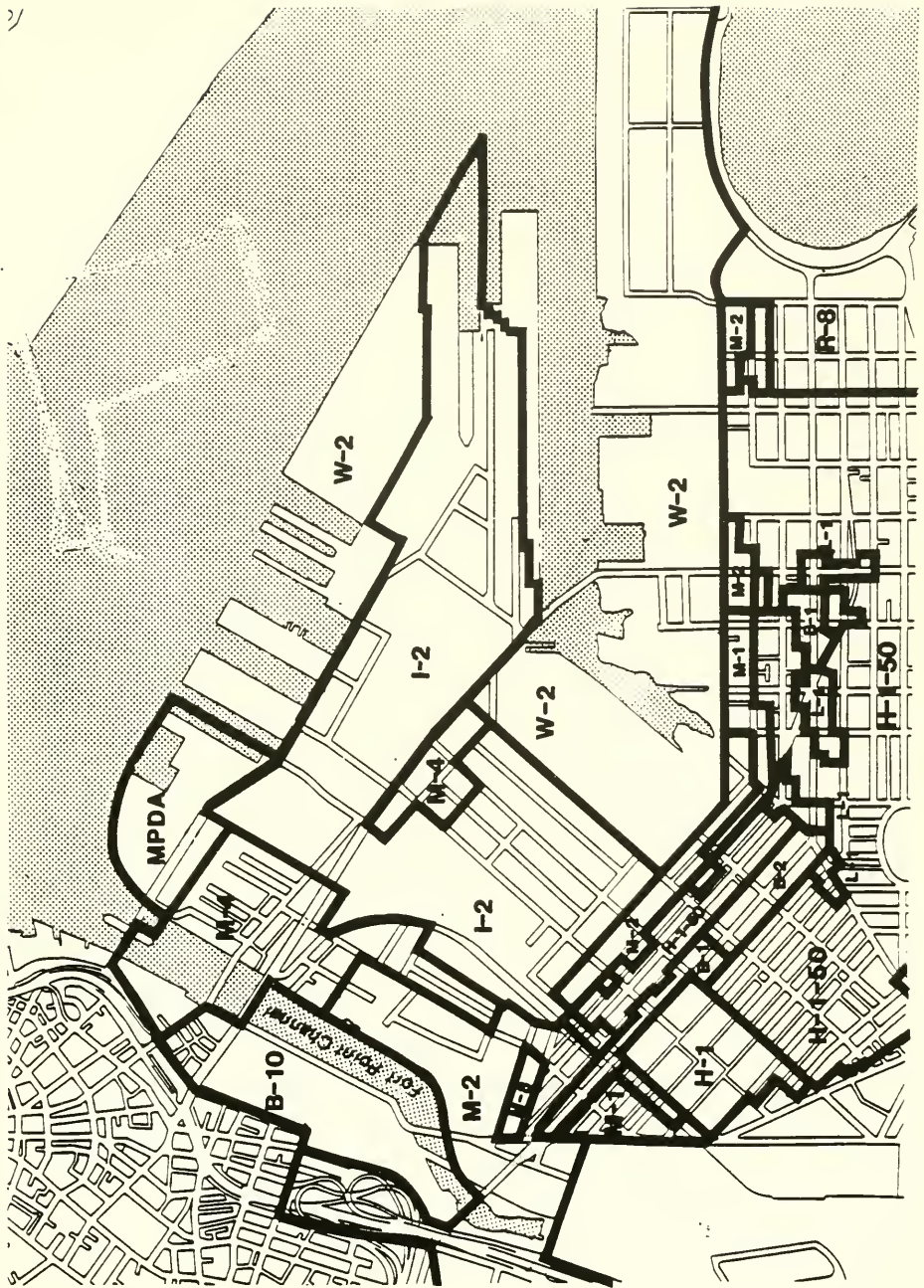
Charles E. Dow, Esquire
Sears Crescent Building





SOUTH BOSTON HARBORFRONT / FORT POINT CHANNEL AREA

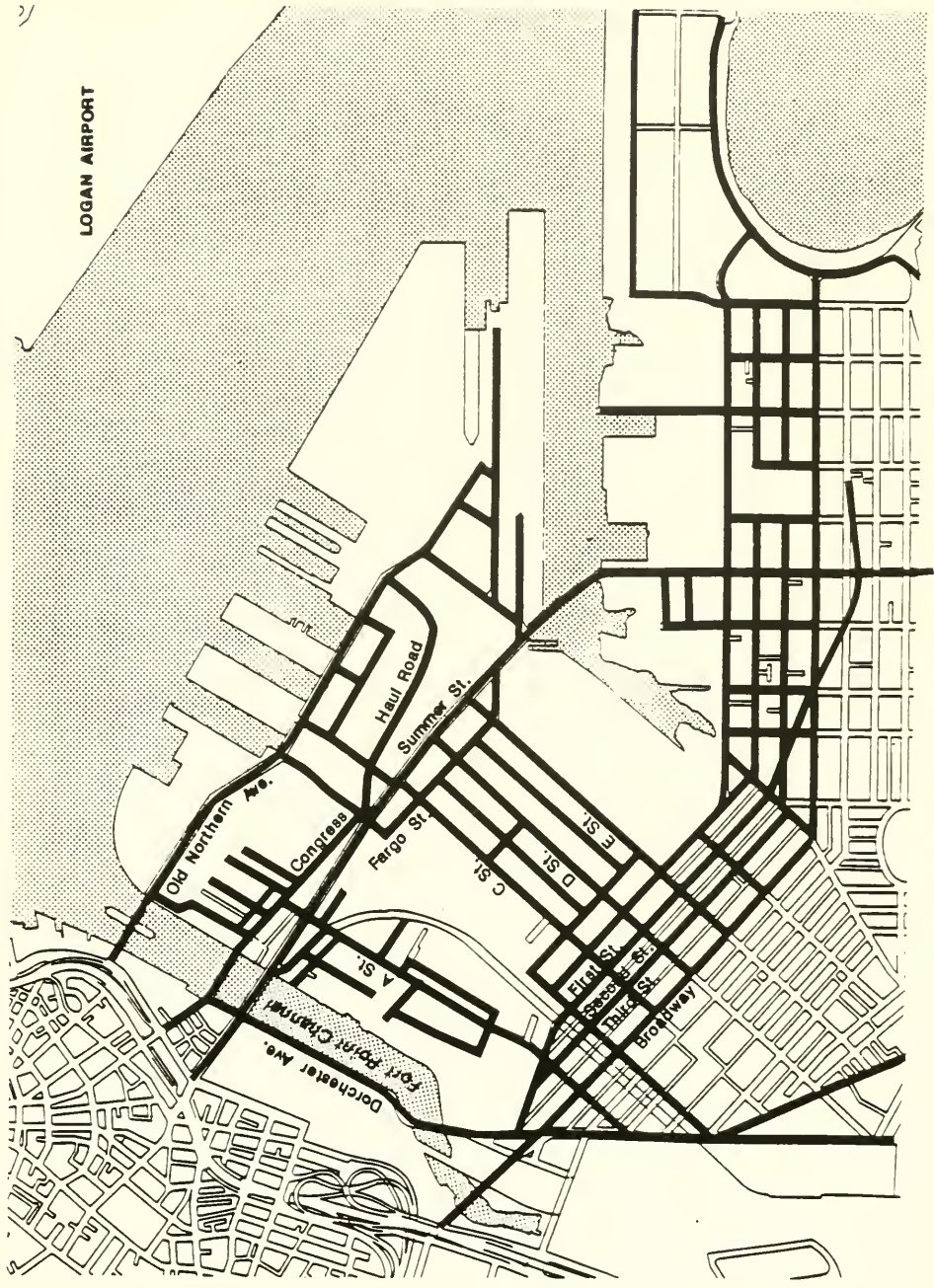




ZONING DISTRICTS



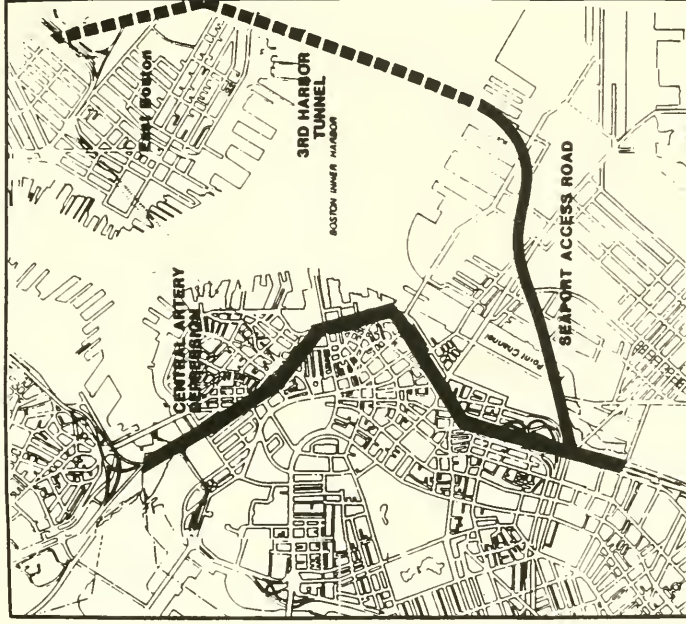
LOGAN AIRPORT



STREET PATTERN : EXISTING CONDITIONS



3.1 Long range improvements

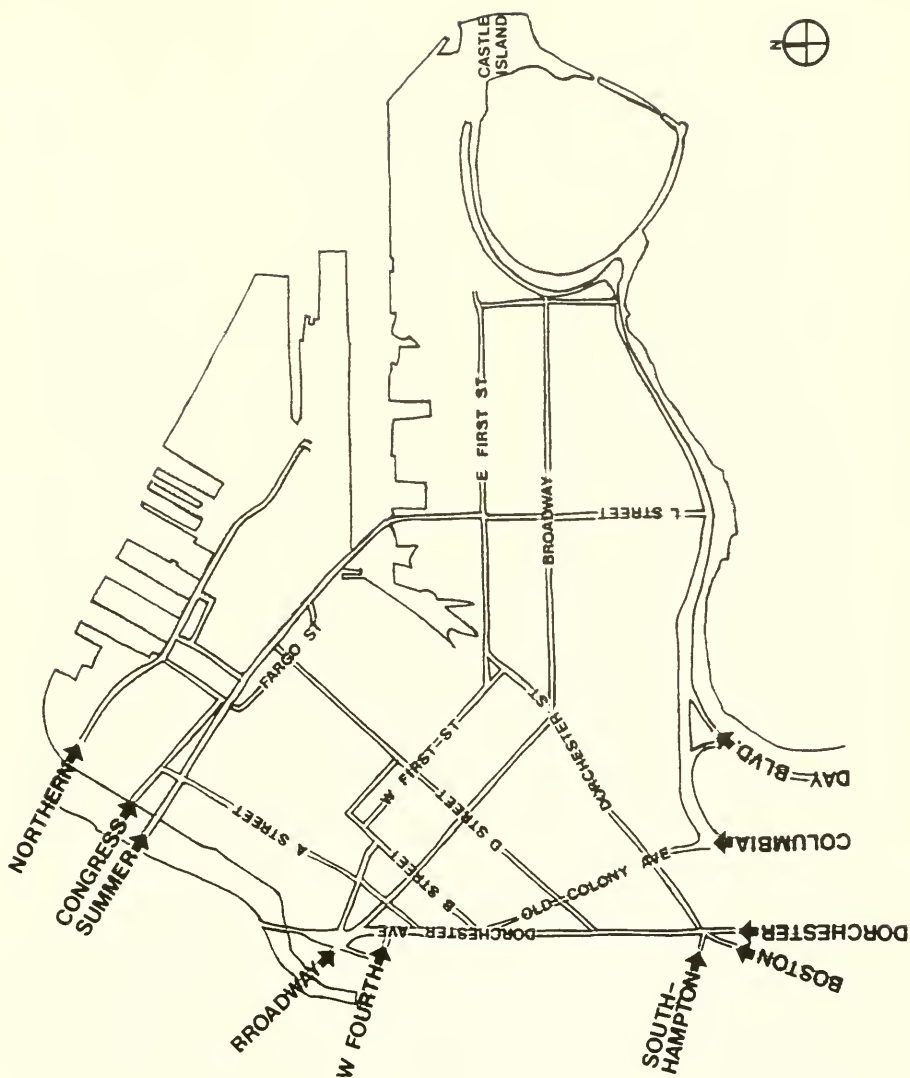


1. Main Road
2. Weatherboard Traffic Improvements
3. New/repaved signals
4. - 1st & West Seventh
5. - 2nd & West Seventh
6. - Dorchester Ave. & P.R. Anthony Boule
- (at Wm.) Connor Way
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- e Third Harbor Tunnel (approx. .7 011.)
- e Central Artery Depression (1.1 0.)
- Total Cost 2.6 0.

ROADWAY IMPROVEMENT PROPOSAL





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